the first and second connections are simultaneously disconnected from the tank connection and the connection for pressurization; wherein the ~~4/4-way valve has a~~ fourth state ~~for~~ provides an advance adjustment of the camshaft adjusting device, in which fourth state the first connection is connected to the connection for pressurization and the second connection is connected to the tank connection.

15. (previously presented) A camshaft adjusting system according to claim 14, wherein the first, second, third, and fourth states are adjusted by a linear movement of a hydraulic piston of the 4/4-way valve, wherein the first, second, third, and fourth states are sequentially reached in accordance with the ordinal number assigned to the first, second, third, and fourth states, respectively, wherein a movement between the first, second, third, and fourth states is possible into a state of the next higher or next lower ordinal number.

16. (previously presented) A camshaft adjusting system according to claim 14, wherein the 4/4-way valve is a cartridge valve that is spring-loaded at one end and comprises a sleeve and a hydraulic hollow piston adapted for tank pressure relief, wherein the first, second, third, and fourth states are determined by an overlap between the hollow piston and the sleeve.

17. (previously presented) A camshaft adjusting system according to claim 11, wherein, when the camshaft adjusting system is pressure-relieved, the camshaft adjusting device automatically moves into the dwell position during the period of the first state.

18. (previously presented) A camshaft adjusting system according to claim 11, wherein the locking mechanism locks in the first state and unlocks when a predetermined pressure difference between the first and second hydraulic chambers is exceeded.

19. (previously presented) A camshaft adjusting system according to claim 11, wherein the camshaft adjusting device is an oscillating motor camshaft adjusting device.

20. (previously presented) An internal combustion engine comprising an engine control unit and a camshaft adjusting system according to claim 11, wherein a

turn-off state of the camshaft adjusting system is determined by a no-load voltage, a no-load current, or a no-load pulse-width signal when dropping below a threshold value.

21. (new) A camshaft adjusting system according to claim 11, wherein the first state is produced by a reset and start process of an engine control unit.

22. (new) A camshaft adjusting system according to claim 11, wherein in case of a failure the camshaft adjusting system enters into a fail-safe state that is equivalent to an operating end time state of the camshaft adjusting system.

23. (new) A camshaft adjusting system according to claim 11, wherein the dwell position is achieved by an equilibrium of the camshaft.

24. (new) A camshaft adjusting system according to claim 12, wherein the dwell position is reached passively.

25. (new) A camshaft adjusting system according to claim 11, further comprising a check valve that is active for the normal operating phases.

REMARKS

Claims 11 to 25 are pending in the application; claims 21-25 have been added with the instant amendment.

Oath/Declaration

The examiner requested a new oath or declaration because the citizenship of each inventor is not set forth properly. It is respectfully submitted that the citizenship is indeed set forth by defining the person as a German citizen. A German citizen is a citizen of Germany just as a French citizen is a citizen of France or a U.S. citizen is a citizen of the United States of America. There is no ambiguity here and anybody understands a German citizen to be a citizen of Germany. Moreover, it is accepted practice to identify the citizenship by codes such as DE or FR or US, i..e, the country name must not be spelled out.

The undersigned has filed dozens of declarations where the citizenship of the inventors reads "German" or "French" etc. and never has received an objection.

Reconsideration is respectfully requested.

Claim Objections

The language of claim 11 has been corrected as requested.

Rejection under 35 U.S.C. 102

Claims 11-20 stand rejected under 35 U.S.C. 102(b) as being anticipated by *Komazawa (US 6,408,807)*.

Claims 11-20 stand rejected under 35 U.S.C. 102(b) as being anticipated by *Komazawa (US 6,684,835)*.

Claim 11 has been amended to introduce the feature that the control valve group has only a first state, a second state, a third state, and a fourth state and that the dwell position is selected automatically and independently of the process of switching off the internal combustion engine.

The feature of the four states is disclosed throughout the specification and